TRAPPING PROGRAM WORKING WALL MAP

1. This map will be useful in initially setting up the trapping program, determining accurate personnel needs (based on realistic trapper workload), and making the route adjustments that are required during the course of the season as a result of increased/decreased workload.

2. The map, covering all of the trappable areas in the county and located on the wall of the trapping office, should be of sufficient scale (at least 2" to the mile) to legibly enter trap numbers.

3. The map is overlaid with non-glare mylar. Non-permanent markers are used to note trap densities and temporary route boundaries directly on the map. Use 1/16" graphic tape to mark permanent route boundaries once they are established.

4. Along the western border of each square mile, projected trap totals (as pre-determined by the trapping supervisor) are indicated in the order listed in the example (page v). These figures act as a "placement assignment" from the supervisor to the trapper, shifting the responsibility for adequate trap density from the trapper to the supervisor, where it belongs. This placement assignment is then transferred from the map to a written document, lending itself to be more easily utilized by the trapper in the field.

5. The number in the center of each square mile is the projected number of total trap servicings required per week for that square mile. For example: if five MF Jackson, five McPhail, two ChamP™, 5 OF Jackson, 5 ML Jackson, two JB and two GM traps are projected for a square mile and five of those traps are on a weekly servicing schedule while the others are on a bi-weekly schedule, the number of projected servicings per week would be 15.5.

6. Using only the projected servicings per week number in the center of each square mile, the trapping supervisor can easily determine how many and which square miles need to be grouped together into one day's work (based on an acceptable number of trap servicings per day) and from there into one week's work (i.e. one trapper's "route").

7. As the trapper deploys traps in the field, the eastern side of the square mile is filled in by the trapper at the end of each day to reflect the actual number of traps, of each type, in each square mile. Comparing the "projected" to the "actual" numbers will give the supervisor an idea as to whether the right number of traps are being deployed. If the "projected" does not match the "actual" (which is probable in some situations), the supervisor then needs to question the trapper and verify that either the "projected" or the "actual" is more realistic and/or attainable.

8. Once the trapping supervisor determines the final number in each square mile, and the trapper has deployed traps and noted them on the eastern side of the square mile to match that determination, the "projected" and the "actual" numbers should match. This can be achieved by adjusting either of the two numbers, whichever is appropriate.

9. Current trap locations (distribution) would not be required on this map. Distributions would still be maintained on the field route map or the square mile map (kept updated daily) associated with each route binder.

SAMPLE SQUARE MILE

Trap Type
(in order)

Projected Trap
Servicings/Week

Projected
#

Actual
#

(MF)

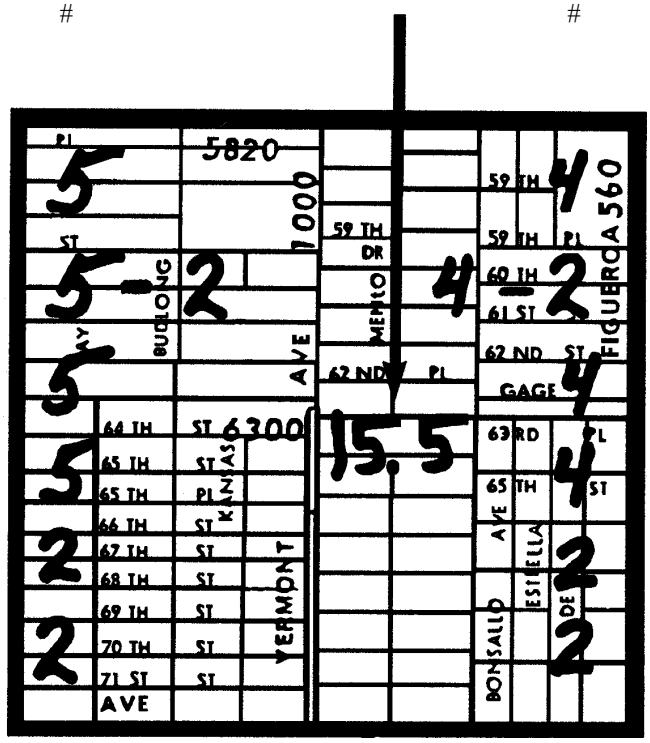
(MP- CP)

(OF)

(ML)

(GM)

(JB)



NOTE: MP traps are serviced weekly. All other traps are serviced bi-weekly.

If a square mile does not have a projected need of MP traps, for example, be sure to fill the "MP" space with a zero; do not leave blank. Do the same for all trap types where the projected need is zero.

MORE EXAMPLES OF HOW TO DETERMINE "PROJECTED TRAP SERVICINGS/WEEK"

The projected trap servicings per week will change based on the projected number of traps allocated for each square mile and/or a change in the servicing interval required for each of the trap types.

Using the projected trap numbers from the sample square mile (page v), assume that all of the traps are on a weekly servicing cycle. If so, the projected trap servicings per week would be the total number of traps projected for that square mile: 26.

Using the same trap numbers, assume that all of the traps are on a bi-weekly servicing cycle. The projected trap servicings per week would then be the total number of traps projected for that square mile divided by two: 13.

Using the same trap numbers, assume that 5 MP traps are on a weekly servicing cycle; 5 MF, 2 CP, 5 OF, 5ML, 2 GM and 2 JB traps are on a bi-weekly servicing cycle. The projected trap servicings per week would be the sum of the two different servicing cycles: (a) the total of the weekly servicings: 5; and (b) the total of the bi-weekly servicing cycles divided by two: 10.5. Adding these two different figures together would result in a projected trap servicings per week of 15.5.

NOTE: When determining "projected trap servicings per week", the most frequent servicing schedule is the unit of time that should be used as the basis for the determination. For example, if your program has traps that need to be serviced weekly, then "...servicings per week" need to be figured. If, on the other hand, your program only has traps that are serviced every two weeks, then "...servicings per two weeks" need to be figured.